



**Queen Anne Greenways**

@QAGreenways



I call this a cul-de-trac. You can drop it in the middle of any neighborhood street for instant traffic calming, bike safety, and community space, while preserving vehicular access.



1:39 PM · Feb 3, 2020 · [Twitter Web App](#)

**160** Retweets   **896** Likes



**Queen Anne Greenways** @QAGreenways · 18h



Replying to [@QAGreenways](#)

It is two mid-block culs-de-sac linked with a cycle track. Unlike a traditional suburban cul-de-sac, this approach creates public space and permits direct connectivity for people who walk, bike and roll.

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39

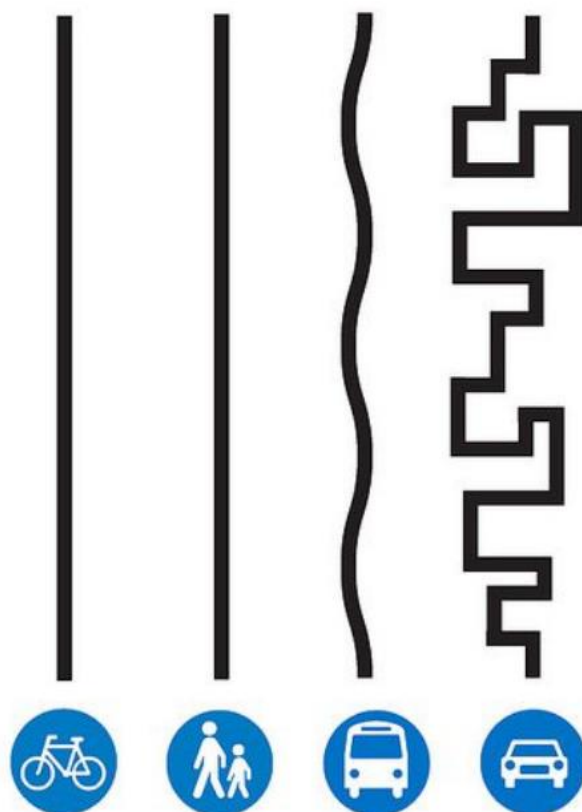




**Queen Anne Greenways** @QAGreenways · 17h

It essentially helps create the traffic pattern in this classic [@copenhagenizers](#) diagram.

## Traffic Planning for Liveable Cities



**COPEN  
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91





**Queen Anne Greenways** @QAGreenways · 13h

The trees and the angled cycle track maintain a clear visual corridor for bikes while creating a terminated vista for cars. One can imagine a range of possible designs.

2



12



**Queen Anne Greenways** @QAGreenways · 13h

For narrower streets, you could experiment with a mountable sidewalk, protected by bollards and with appropriate parking restrictions, to accommodate three-point turns.

1



15









**Queen Anne Greenways** @QAGreenways · 9h

Oh look. [twitter.com/coachbalto/sta...](https://twitter.com/coachbalto/status/1234567890)



**Sam Balto** @CoachBalto · Feb 2

I really think @PBOTinfo should still build this pocket park on NE 7th.

@BikePortland @bikeloudpdx @thestreettrust @OregonWalks



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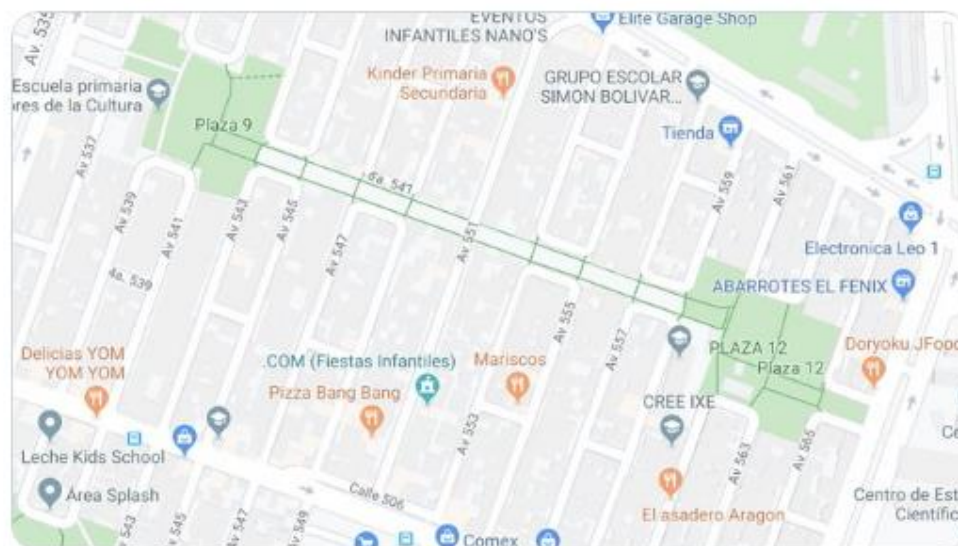
17



**Market Urbanism** @MarketUrbanism · 22h

Replying to @QAGreenways and @holz\_bau

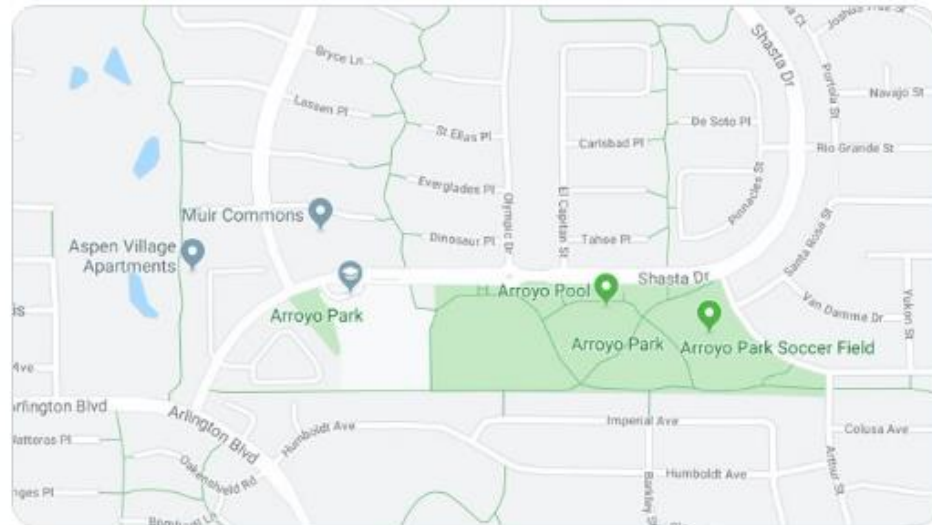
Mexico City has these





**Queen Anne Greenways** @QAGreenways · 22h

Yes Davis, CA has a version of it, too. Mine's a retrofit while theirs was purpose-built.



2

1

23



3 more replies



**Dave Roberts** @davesonoma · 20h

Replying to @QAGreenways

In addition to your great idea, I see lots of great backyards perfectly sized for ADUs.

2



5



**Queen Anne Greenways** @QAGreenways · 20h

More neighbors make it work even better.



3



**VeloBusDriver** @VeloBusDriver · 22h

Replying to @QAGreenways

Clarification: Can cars proceed through the track middle part near benches (?) or is this effectively two dead ends for cars? Also: Can fire trucks get through?

2



4



2 more replies



**jon** @kapitensosro · 3h

Replying to @QAGreenways

sadly, it's definitely gonna be used by motorcyclists here in indonesia

1





**Queen Anne Greenways** @QAGreenways · 1h

True. We have far fewer motorcycles in the U.S.



**Demian Godon** @dgodon · 20h

Replying to @QAGreenways

Would it potentially block driveway access for the houses next to cul-de-sac? Perhaps a worthwhile price for the benefits.



2



**Queen Anne Greenways** @QAGreenways · 20h

Yes. It wouldn't work adjacent to an active driveway.



1



2



1 more reply



**Gregory Quetin** @grquetin · 22h

Replying to @QAGreenways

This is too reasonable to be viable.



1



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18



**Gregory Quetin** @grquetin · 22h

Though I love it. There is a lot of this kind of thing in Palo Alto residential areas for some reason, seems to work pretty well. Turns out through car traffic is really awful.



2



2



3 more replies



**Zane Sloan, P.Eng.** @zanesloanbc · 10h

Replying to @QAGreenways

I'm afraid this can't be categorized as a traffic calming measure. With respect to automobile traffic, such a measure would render it a dead-end street, effectively turning the street into a shared driveway. Which is fine if that's the goal.



1



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**Zane Sloan, P.Eng.** @zanesloanbc · 10h

But if you move the street blockage to lie diagonally across an intersection, then you're in business. Automobiles can still flow, forced to turn onto the next street while cyclists and pedestrians can continue down the street. Such traffic calming measures are relatively common.



2



2







**jean beaudoin** @jeanbeaudoin\_ · 15h

Replying to @QAGreenways

It keeps too much road surface as it doubles car lanes. No?

1



**Queen Anne Greenways** @QAGreenways · 15h

?

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1



[4 more replies](#)



**Lars Fischer** @lpfischer · 21h

Replying to @QAGreenways

Super simple version with bollards. Common in Copenhagen.



2

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19



**Lars Fischer** @lpfischer · 21h

More elaborate version, to be used tactically for calming a district.



1



18







**Patrick Traughber** @ptraughber · 22h

Replying to @QAGreenways

@D4GordonMar ^ good idea for the streets in the Sunset.



1



12



**Andrew** @covrter · 21h

🙏 yes, please



4



**Patrick Johnstone** @PJNewWest · 21h

Replying to @QAGreenways and @martynschmoll

hey #NewWest what do you think? 7th ave between 4th and 2nd? Would really help make that section of the Crosstown Greenway and safe-route-to-school calmer and safer for cyclists.



9



16



⋮

[7 more replies](#)



**Matt White** @F\_WRLCK · 22h

Replying to @QAGreenways

The NE 68th greenway needs this or something like it to be successful.



1



6



**Andrew Sang** @\_AndrewSang · 22h

Same with 39th but it was already like moving heaven and earth to get those speed bumps



2



3



⋮

[1 more reply](#)



**Richard Lewis** @cyclisethecity · 9h

Replying to @QAGreenways and @CityInfinityUK

We call them 'modal filters' and, collectively, 'filtered permeability' - screens out the modes you don't want. Also applies to bus gates.



1



8





**Mr. Baseball (1992) starring Tom Selleck** @kundun\_likedit · 20h

Replying to @QAGreenways

not quite the same thing, but there's something similar-ish on Willow and 46th in Rainier Valley



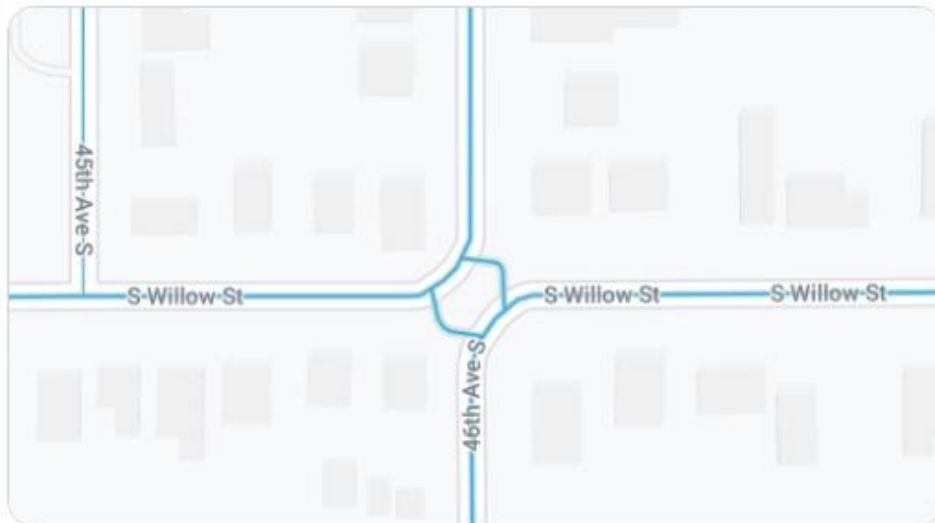
2



5



**Mr. Baseball (1992) starring Tom Selleck** @kundun\_likedit · 20h



2



**Andrea Learned** @AndreaLearned · 22h

Replying to @QAGreenways

Dreamy. Wow, do we need that on a lot of streets in my neighborhood.



7





**BanCars** 🌹 @DY\_MAX\_ION · 21h

Replying to @QAGreenways

There was a proposal to do this in Manhattan, forget by who.



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1



**John Maier** 🚲 @jam14063 · 14h

The @NYCComptroller proposed adding playgrounds and parks to NYC streets this way.



4



**Ryan Carson** @rycarson · 21h

Replying to @QAGreenways and @holz\_bau

I'd love this on our street. We're one block from an arterial, so people drive through our block to avoid the light and cut back onto the arterial.



3



**Devin Brady** @bradyhunch · 20h

Replying to @QAGreenways

I agree that this is a great design and would instantly improve most American suburban streets. Brooklyn has several, but they need stronger defenses from cars:



Scott Stringer Channels Robert F. Kennedy in Vision for Mid-Block Playg...

A back-to-the-future plan to turn through streets into cul-de-sacs with playgrounds in the middle (and FedEx on the sidewalk).

🔗 [nyc.streetsblog.org](http://nyc.streetsblog.org)



3



**importcircle.co.nz** @importcircle · 17h

Replying to @QAGreenways and @jdeheij

Looks great, simple and cheap to implement ( plants in wooden containers on a standard pallets + some benches for parents ? )



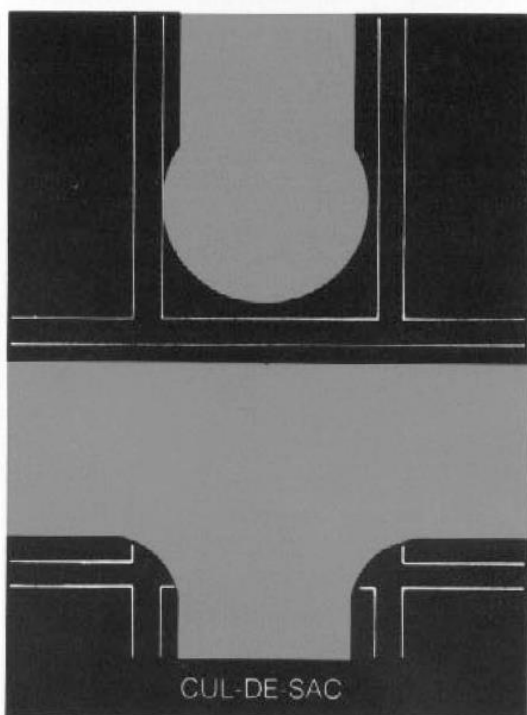
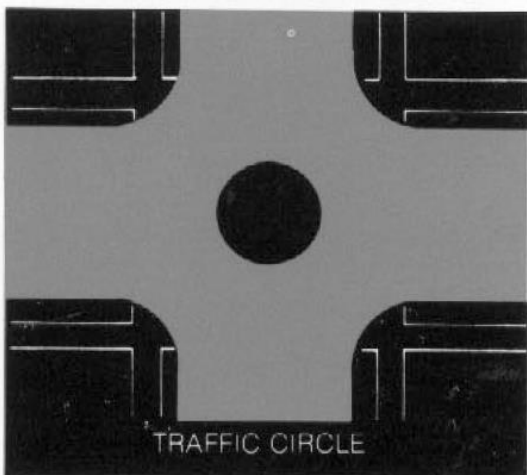
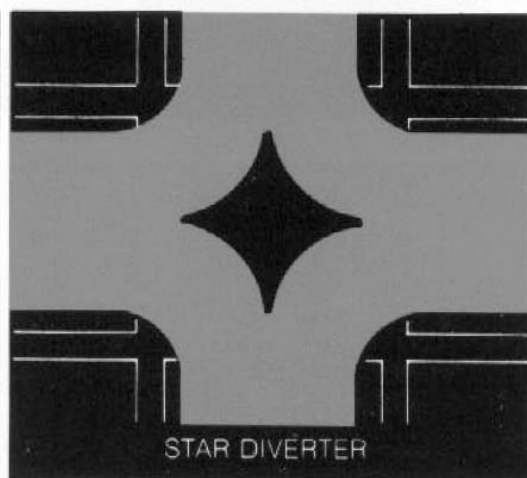
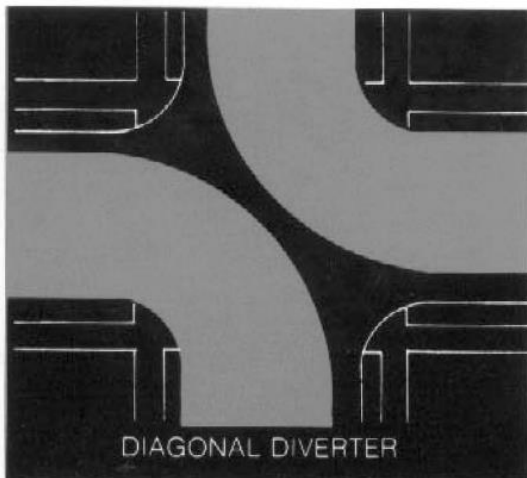
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**Kenneth L** @kethl88 · 16h  
Replying to @QAGreenways

This was one of four tools Seattle explored in early experiments with traffic calming in Stevens neighborhood in 1971. You can see one that was implemented at 17th & Mercer...there are others around town. Sidewalks do need to be narrowed at the bulb to allow the turn-around.



**Figure 1. Traffic Diversion Device**







**Stormin' Norman** 🇺🇸 🇳🇱 @menorman · 12h

Replying to @QAGreenways

this is a big part of the "mini Hollands" program in London & how the Dutch created a lot of their bike networks.



3



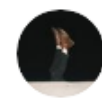
**Janet Joy Wilson** @jsquaredink · 3h

Replying to @QAGreenways

I saw many cul-de-tracks in Vancouver for walking & cycling within along with open quiet street spots for people to sit where it would have been a busy loud intersection with vehicle traffic 🚗



4



**Seth Geiser** @sgeisers · 22h

Replying to @QAGreenways

In case some engineers are worried about the arrangement, this version seems to perform just fine



Google Maps

Find local businesses, view maps and get driving directions in Google Maps.

[google.com](https://www.google.com)

































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	<b>curtislarsh</b> 🇸🇬 📶 🚲 🚆 🚊 @curtislarsh · 22h Replying to @QAGreenways Mic DROP.	   2 	▼
	<b>Kirk Hovenkotter</b> @khoven · 21h Replying to @QAGreenways cc @LeoniaBatlan	   2 	▼
	<b>Trent</b> @trent_hauck · 18h Replying to @QAGreenways These are all over the East Bay and it's great.	   2 	▼
	<b>Dice</b> @diceo · 17h Replying to @QAGreenways and @travis_robert Trees, nature's bollards. @WorldBollard	   1 	▼
	<b>Ian Buehler</b> @ianbuehler · 15h Replying to @QAGreenways @BRCAssociation .... 4th Ave NE please ... everyone drives so fast even though it is residential.	   1 	▼
	<b>Parents Community of Shoreditch Park Prim...</b> @parents_spps · 10h Replying to @QAGreenways and @swatson_bham What a brilliant idea! We need many of this traffic stops in our Shoreditch	   1 	▼



**Get around. Safely.** @GetAroundSafely · 10h

Replying to @QAGreenways

Yes! This is really the only sane way to do "greenways" using neighborhood streets. No cut thru car traffic.



1



**Peak Xoomer** @BriguyHFX · 5h

Replying to @QAGreenways

Omg, so many two-way residential "shortcuts" would benefit from this in Halifax. Some of those streets already have "no access to XXX street" signs on them, but lack a design that actually prevents short-cutting.



1



**Jacob** 🌹🍏 @jacobmovingfwd · 2h

Replying to @QAGreenways

It's similar to the corners we have in the North cap Hill area. So we know the city has done it, just need to convince them to do it again.



1



**ira** @irapolis · 1h

Replying to @QAGreenways

My dad grew up in a postwar subdivision in Maryland that has these.



1



**Peter Armstrong** @peteretepeter · 32m

Replying to @QAGreenways

Have been tempted to put one outside my door using traffic cones to see what happens



1







**Jimmy+** @jimmylittle · 14h

Replying to @QAGreenways

I like the idea, but retrofitting is impossible.

A standard residential street is much narrower than a cul-de-sac. Vehicles (esp. trucks) wouldn't be able to turn around.



2



**Matt Davis** @aestheticmonk · 4h

Or the residents turn around in their driveway (or a driveway). Even a smallish delivery truck could do a three point turn at a leisurely pace because there's no opposing traffic.



1



**Appbeza Duckface** @Appbeza · 17h

Replying to @QAGreenways and @jdeheij

Lol, maybe push for laws requiring a whole bunch of these along new and old sharrow routes? A simple modal filter made of bollards will do.



**Slow Moving Planet** @irisitis · 13h

Replying to @QAGreenways

In Gothenburg, we have this but with locked removable stanchions or fobbed gates. Because if a driver can a driver will



**yupa** @yupamint · 12h

Replying to @QAGreenways

Pertama kali kenal istilah culdesac negara papirus ~



**Kuya XL** @416cyclestyle · 4h

Replying to @QAGreenways

I live on one.


















**Bike Washoe** @BikeWashoe · 1h

Replying to @QAGreenways

I saw a question in here about emergency vehicle access, but I don't think I saw a response. I'm confident we would get pushback about that if we proposed something like this here in Reno.



- **S. Michael Brooks** @SMichaelBrooks · 29m  
Replying to @QAGreenways and @michaelgeller  
Very cool re cul de sac. I don't see any driveways or cars. Is this normally with on street parking? Or is there a rear drive not in the photos? This could work well on selected grid pattern streets...if the residents would ever agree to it.  
   
- **Appbeza Duckface** @Appbeza · 17h  
Replying to @QAGreenways and @jdeheij  
I call it cul-de-sac 2.0. Comes in two versions: the above, and via retrofitting shortcuts into existing cul-de-sacs.  
 1   2   
⋮ [1 more reply](#)
- **Randy Jacobson** @jacobson\_randy · 12h  
Replying to @QAGreenways  
If the street has an alley you can expand that green area in the middle by about 5 houses in each direction.  
   1 

From: <https://twitter.com/QAGreenways/status/1224401922070695936>